



APPLICATION ACCEPTED: December 18, 2012

PLANNING COMMISSION: June 20, 2013

BOARD OF SUPERVISORS: Not yet scheduled

County of Fairfax, Virginia

July 30, 2013

STAFF REPORT ADDENDUM II

SEA 2009-DR-008

HUNTER MILL DISTRICT

APPLICANT:	Oakcrest School
ZONING:	R-E (Residential Estate)
PARCELS:	18-4 ((1)) 26C, 18-4 ((8)) 4 and A
ACREAGE:	22.71 acres
FAR:	0.136
PLAN MAP:	Residential at 0.2-0.5 du/ac
SE CATEGORY:	Category 3 – Private School of General Education
PROPOSAL:	To amend SE 2009-DR-008, previously approved for a private school of general education with a maximum daily enrollment of 450 students (grades 6-12), to permit modifications to development conditions and site access with no change to the maximum daily enrollment or the overall/approved FAR.

STAFF RECOMMENDATIONS:

Staff recommends approval of SEA 2009-DR-008 subject to the proposed development conditions in Attachment 1.

Joe Gorney

Staff recommends reaffirmation of the previous modification of the transitional screening requirements on the east and south in favor of existing vegetation and as shown on the special exception amendment plat.

Staff recommends reaffirmation of the previous modification of the location of the required barrier along the eastern and southern boundaries in favor of that shown on the special exception amendment plat.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions that are offered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

It should be further noted that the content of this report reflects the analysis and recommendation of staff; it does not reflect the position of the Board of Supervisors.

The approval of this special exception amendment does not interfere with, abrogate, or annul any easement, covenants, or other agreements between parties as they may apply to the property subject to this application.

For information, contact the Zoning Evaluation Division, Department of Planning and Zoning, 12055 Government Center Parkway, Suite 801, Fairfax, Virginia 22035-5505, (703) 324-1290.

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Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 48 hours advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

BACKGROUND AND DISCUSSION

The applicant, Oakcrest School, requests approval of an amendment to SE 2009-DR-008, which was previously approved for a private school of general education with a maximum daily enrollment of 450 students, grades 6 through 12. Oakcrest School requests this amendment to modify the previously approved development conditions and site access. The project site consists of three parcels, located on the north side of the Dulles Tollway, south of Crowell Road, and approximately 1,200 feet east of Hunter Mill Road. The site contains a total of 22.71 acres and is in the Residential-Estate (R-E) Zoning District. The modifications proposed by Oakcrest School include installation of a driveway access onto Crowell Road; installation of a traffic signal at the intersection of Hunter Mill Road and Crowell Road; and the minor reconfiguration of internal parking and driving lanes.

Staff Report – June 6, 2013

The Staff Report for SEA 2009-DR-008, published on June 6, 2013, recommended approval of the application. Staff concluded that the proposed modifications to the development conditions and site access would not increase the intensity of the uses above the levels previously approved by the Board, that the proposed modifications would facilitate improvements to the levels of service for the surrounding roadway network, including both Hunter Mill Road and Crowell Road, and that the project was designed to be compatible with the surrounding community. Furthermore, staff recommended development conditions to address the provision of traffic-calming measures along Crowell Road and the relocation of utilities. Staff concluded that the proposed uses would be in harmony with the Comprehensive Plan and comply with the applicable Zoning Ordinance provisions.

Planning Commission Public Hearing – June 20, 2013

At the public hearing, staff described the proposal, including the driveway access onto Crowell Road; the traffic signal at the intersection of Hunter Mill Road and Crowell Road; and the respective turn lanes. Additionally, staff highlighted significant aspects of the project, including the removal of portions of the existing berm; the reseeded of the berm; traffic calming measures along Crowell Road, including flashing beacons for the school zone; screening; pedestrian paths; and a school traffic management program.

Following public testimony regarding the application, the Planning Commission asked questions of the staff and the applicant. Topics of discussion included removal of the berm; screening; traffic calming; trip generation on Crowell Road; and alternatives to help mitigate the traffic generated by the school onto Crowell Road. The Planning Commission deferred the decision for the application until July 10, 2013. At the July 10, 2013 meeting, the Planning Commission again deferred the decision for the application until July 25, 2013.

Staff Report Addendum – July 25, 2013

The initial Staff Report Addendum for SEA 2009-DR-008 was published on July 25, 2013. The addendum recommended deferral of the application until July 31, 2013, to allow sufficient time for staff review of the latest submitted materials and modifications of the associated development conditions. The addendum included some discussion of berms; the disposition of the special permit for the adjacent golf driving range; and transportation management and access.

Planning Commission Meeting – July 25, 2013

At the Planning Commission Meeting on July 25, 2013, the Planning Commission deferred the decision for the application until July 31, 2013 to allow continued refinement of the associated development conditions.

DEVELOPMENT CONDITIONS

Staff considered various changes to the development conditions based on input at the public hearing regarding the disposition of the special permit for the golf driving range; the berm; and trip generation limits for Crowell Road.

Golf Driving Range Special Permit

Issue: The special permit for the golf driving range was discussed in the previous addendum, dated July 25, 2013. However, after consultation with the County Attorney's Office, further edits were made to clarify the disposition of the special permit.

Status: Staff refined the development condition regarding the special permit for the golf driving range (see Condition #4 of Attachment 1).

Berm

Issue: The plat has been revised so that only those portions of the berm necessary for the construction of the school facilities, to include the driveway and the athletic fields, are removed. At the time of the July 25, 2013 addendum, the associated development condition had not yet been updated.

Status: Staff refined the development condition regarding removal of any portions of the berm and its replanting with a native seed mix (see Condition #34 of Attachment 1).

Trip Generation and Access

Issue: At the request of the Planning Commission, the applicant explored an additional access point for the school, which would be to Hunter Mill Road. The applicant stated that they are willing to commit to a development condition, which would require a

second access point to the Application property when the school reaches a student enrollment of 315. As explained in the July 25, 2013 addendum, it is staff's contention that requiring a second access point onto Hunter Mill Road is merely one of several possible means to limit the amount of traffic that is generated by the school and that will use Crowell Road. Busing, shuttles, staggered pick-ups, carpools, and other means may prove more efficacious for the community and more cost-effective for the applicant.

In response to the applicant's proposal, and using the trip generation development condition approved in SE 2009-DR-008 as a framework, staff crafted a development condition addressing the volume of school traffic accessing Crowell Road. The condition combines the basic tenets of the trip generation development condition associated with SE 2009-DR-008 (#19) with a 30% reduction in trips generated onto Crowell Road during the AM Commuter Peak Hour. The applicant's July 15, 2013 analysis was used to determine the total trip generation onto Crowell Road (see Attachment 2). Such a condition would be consistent with previously approved development conditions for other schools and large child care centers in the County. In addition, this condition would be more reasonable for the applicant, given the uncertainty associated with negotiating access across an adjacent property. Staff notes that the proposed traffic signal, school driveway, and respective turn lanes, without an additional access point and without additional trip generation reductions, are reasonable to support the maximum enrollment of 450 students at the full build-out of the school and that an additional access point or additional trip generation reductions are not necessary to meet industry standards for levels of service and safety in the area.

Status: A development condition regarding trip generation limits on Crowell Road has been developed (see Condition #19 of Attachment 1). However, rather than four tiers, as included in the original approval, the updated condition limits the ultimate trip generation on Crowell Road to the level associated with 246 students, which is consistent with the trip generation development condition associated with SE 2009-DR-008 (#19), and maintains only two tiers. Additionally, staff has eliminated the trip generation maximums, given that the maximum number of trips generated by the school will be limited by the development conditions, which specify restrictions regarding various school activities, such as athletic contests; parent-teacher conferences; meetings; and summer camp activities. Trip generation is also limited by the number of approved on-site parking spaces.

Other

Issue: In response to continued review of the draft development conditions, staff recommends one additional change to the conditions. The change would extend the stopping time for summer camp hours from 5:00 p.m. to 6:00 p.m. (see Condition 12(b) of Attachment 1). 6:00 p.m. would be consistent with the previously approved stopping time for extracurricular activities (see Condition 11(a) of Attachment 1).

Status: Staff's recommended edit is included in Attachment 1.

Additionally, staff notes that Fairfax County received a copy of a memorandum from the Virginia Department of Transportation (VDOT) to Mr. Bruce Bennett regarding the intersection of Hunter Mill Road and Crowell Road, which is included as Attachment 3.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

Staff believes that the development conditions, dated July 30, 2013, adequately address the issues raised at the Planning Commission public hearing on June 20, 2013.

Recommendations

Staff recommends approval of SEA 2009-DR-008 subject to the proposed development conditions in Attachment 1.

Staff recommends reaffirmation of the previous modification of the transitional screening requirements on the east and south in favor of existing vegetation and as shown on the special exception amendment plat.

Staff recommends reaffirmation of the previous modification of the location of the required barrier along the eastern and southern boundaries in favor of that shown on the special exception amendment plat.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions that are offered by the owner, relieve Oakcrest School from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The approval of this application does not and would not interfere with, abrogate, or annul any easements, covenants, or other agreements between parties, as they may apply to the property that is the subject of this application.

It should be further noted that the content of this addendum reflects the analysis and recommendations of staff; it does not reflect the position of the Board of Supervisors.

Attachments:

1. Draft Development Conditions, dated July 30, 2013
2. Traffic Analysis, dated July 15, 2013
3. VDOT Memorandum, dated July 17, 2013

PROPOSED DEVELOPMENT CONDITIONS

SEA 2009-DR-008

July 30, 2013

If it is the intent of the Board of Supervisors (Board) to approve SEA 2009-DR-008, located on the south side of Crowell Road, Tax Map 18-4 ((1)) 26C and 18-4 ((8)) 4 and A, for a private school of general education, pursuant to Sect. 3-E04 of the Fairfax County Zoning Ordinance, the staff recommends that the Board condition the approval by requiring conformance with the following development conditions to supersede all previous conditions. (Those conditions that are identical to conditions that were included in the previous approval or that contain only minor editorial changes are marked with an asterisk*).

1. This Special Exception Amendment (SEA) is granted for and runs with the land indicated in this application and is not transferable to other land.*
2. This Special Exception Amendment is granted only for the purpose(s), structure(s) and/or use(s) indicated on the special exception plat approved with the application, as qualified by these development conditions.*
3. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this special exception amendment shall be in substantial conformance with the approved Special Exception Amendment Plat entitled "Oakcrest School," consisting of 19 sheets dated July 18, 2013, and these conditions. Minor modifications to the approved special exception amendment may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.*
4. **As long as the applicant continues to permit Golf Park, Inc., to use and/or occupy any part of the Application property, pursuant to SP 91-C-070 and its subsequent amendments (collectively "SP-91-C-070"), no land disturbance activity associated with this SEA may occur.**

The following is a non-exhaustive list of such land disturbance activity: clearing activities; grading activities; and requests for the issuance or release of any construction or grading permit and any inspections related thereto.

5. A copy of these special exception amendment conditions shall be posted in a conspicuous place on the property, and made available to the public and all departments of the County of Fairfax during hours of operation.*

6. Architecture shall be in general conformance with that shown on Sheets 12 and 13 of the SEA Plat.*
7. Any retaining walls provided which are not shown on the SEA Plat shall not exceed three feet in height.*
8. The architectural treatment of the portions of any retaining walls over two feet in height that face the eastern, northern, or western lot lines shall consist of a split face, landscape block, masonry, concrete, concrete tie or stone finish, and shall be of a color compatible with the other structures on the property.*
9. The maximum daily enrollment shall be limited to 450 students, grades 6-12.*
10. The maximum number of staff on-site at any one time shall be 90.*
11. (a) The primary hours of operation, to include regular extracurricular activities, shall be limited to 7:00 am to 6:00 pm, Monday - Friday.*

(b) Evening hours of operation for parent/teacher conferences and similar meetings shall be permitted Monday - Friday, but shall be scheduled to end by 10:00 pm.*

(c) Other evening activities shall be permitted Monday - Friday, but shall be scheduled to end by 10:00 pm, Monday – Thursday and by 11:00 pm Friday, and shall be limited to a maximum of eight occurrences per month.*

(d) Weekend activities shall be limited to 9:00 am to 11:00 pm on Saturday and 9:00 am to 5:00 pm on Sunday. Weekend activities with an anticipated attendance of 30 or more shall be limited to four events per month. No more than twice a year an indoor event on a Saturday may extend until 12:00 midnight.*

(e) Weekend outdoor activities shall not extend beyond 7:30 pm.*

(f) The school buildings and outdoor playing fields shall not be leased, rented, or otherwise made available to groups not affiliated with or sponsored by the school.*
12. Any on-site summer camp or summer school activities shall be subject to the following restrictions:
 - (a) The total maximum daily enrollment shall be limited to 450 children,

limited to children entering 1st grade through those who have just graduated from 12th grade.*

(b) The hours of operation of the summer camp / summer school shall be limited to 8:00 am to **6:00 pm**, Monday - Friday.*

13. Prior to the first day of school each year, a neighborhood liaison committee shall be established to coordinate and meet with interested neighbors to discuss and address neighborhood concerns regarding the school. Prior to the first day of school, the neighborhood liaison committee shall designate a contact person, and the name and phone number of the contact person shall be provided to the presidents of surrounding civic associations and the office of the Hunter Mill District Supervisor or another local District Supervisor if the District is no longer the Hunter Mill District due to future redistricting or some other reason.*
14. No lighting shall be provided for the outdoor playing fields/tennis courts, and the use of outdoor public address speaker systems or bull horns shall be prohibited. However, this shall not preclude the use of a temporary public address speaker system to be used for outdoor graduation/baccalaureate ceremonies.*
15. All lighting, including security lighting, shall be in conformance with Part 9 of Article 14 of the Zoning Ordinance. Any light fixtures provided on the site shall be limited to a maximum height of 12 feet, from ground level to the top of the fixture.*
16. Indoor recreation space shall be provided for each student enrolled in accordance with the provisions of Chapter 30 of the Code.*
17. All vehicular parking shall be provided on-site. If additional parking is required during any special event, off-site parking and shuttle service shall be provided.*
18. **The applicant shall designate an individual as the applicant's transportation coordinator to administer and encourage participation in a transportation management program designed to reduce the number of vehicle trips to and from the school during peak hours as a mechanism to minimize daily vehicular trips. The name of the transportation coordinator shall be provided to the Fairfax County Department of Transportation (FCDOT) within 30 days after the issuance of the first Non-Residential Use Permit (Non-RUP) for the school and at any such time as the coordinator changes. A transportation management plan shall be submitted to FCDOT within 90 days after the issuance of the initial Non-RUP for the school.**

19. Trip Generation Limits:

- (a) The initial Non-RUP for Oakcrest School on the Application property may not be issued for more than 245 students (referred to herein as “Tier 1 Enrollment” or “Tier 1”). A subsequent Non-RUP shall be required for an enrollment increase above 245 students (referred to herein as “Tier 2 Enrollment” or “Tier 2”).
- (b) The following vehicle trip generation limits onto Crowell Road shall be maintained during both the regular school year and summer activities:

	Tier 1: ≤ 245 students	Tier 2: 246-450 students
AM Commuter Peak Hour	198 vehicle trips	255 vehicle trips
PM Commuter Peak Hour	43 vehicle trips	65 vehicle trips

- (c) During Tier 1 Enrollment, a record of the School’s trip generation by semester, using study methodology as established in subparagraphs (d) and (e) below, shall be maintained. These records and associated reports shall be made available upon request by FCDOT, the Department of Planning and Zoning (DPZ), and/or the Hunter Mill Supervisor’s office.

If a Non-RUP for Tier 2 is attained, these studies shall occur annually. All studies conducted during Tier 2 Enrollment shall be submitted to FCDOT, DPZ, and the Hunter Mill Supervisor’s office. After the first three years of annual studies and demonstration that the applicant has met the trip reduction goal each year, these studies may occur every two years. Once the 450 student enrollment is reached and the applicant has demonstrated that they have met the trip reduction goal for three consecutive years, these studies may be suspended altogether if mutually agreed to by the applicant and FCDOT.

- (d) The weekday AM Commuter Peak Hour shall be from 7:30 AM to 8:30 AM. The weekday PM Commuter Peak Hour shall be from 5:00 PM to 6:00 PM.
- (e) For purposes of determining whether the trip generation limits identified in subparagraph (b) are met, the number of vehicles entering and exiting the School shall be recorded during the AM and PM Commuter Peak Hours as identified in

subparagraph (d). Counts of vehicles entering and exiting the school shall be conducted on a typical school day during a typical school week (i.e. no holidays, parent/teacher conferences, teacher in-service days, etc.) and shall be averaged over three consecutive school days (excluding Monday and Friday). Trip counts shall be determined by mechanical and/or manual traffic counts conducted by an independent contractor.

(f) No enrollment increase above Tier 1 shall be permitted until it has been demonstrated, using study methodology as established in subparagraphs (d) and (e) above, that the number of vehicle trips generated by the School does not exceed the trip generation limits established in subparagraph (b) for the two consecutive semesters in the regular school session immediately preceding the request. A Non-RUP shall not be issued until FCDOT determines that the terms of this condition have been met.

(g) Trip generation reductions may be met through the use of busing, shuttles, staggered pick-ups, carpools, an additional access point onto Hunter Mill Road, and/or other means. A second access point would require an SEA.

20. The applicant shall acquire and dedicate sufficient right-of-way along the east side of Hunter Mill Road for the construction of a northbound right turn lane and associated taper approaching the Hunter Mill Road and Crowell Road intersection. These facilities shall be constructed prior to the issuance of a Non-RUP for the school.
21. The applicant shall construct a southbound left turn lane and associated taper approaching the Hunter Mill Road and Crowell Road intersection. These facilities shall be constructed prior to the issuance of a Non-RUP for the school.
22. The applicant shall acquire and dedicate sufficient right-of-way along the south side of Crowell Road for the construction of an eastbound right turn lane, a westbound left turn lane, and the respective tapers approaching the school driveway. For on-site areas along the south side of Crowell Road, the applicant shall dedicate sufficient right-of-way for turn lanes, tapers, buffers, a major paved trail, and clear zones, which are border areas starting at the edge of a traveled way available for safe use by an errant vehicle, according to VDOT and/or FCDOT standards, and as generally shown on the SEA plat.

23. Prior to the issuance of a Non-RUP, and with the exception of off-road paved trails, all transportation improvements shown on the SEA Plat (including, but not limited to, frontage improvements, turn lanes, tapers, the relocation of utilities, and a traffic signal at the intersection of Hunter Mill Road and Crowell Road), as approved by VDOT, shall be completed. The applicant shall construct the proposed transportation improvements and relocate utilities by using existing right-of-way or obtaining additional right-of-way through voluntary private agreements.
24. Pedestrian paths shall be provided as generally annotated on the SEA Plat, including those to the overflow parking lot, located to the northwest of the school, and to the athletic facilities, located to the northeast of the school.
25. Americans with Disabilities Act (ADA)-compliant pathways shall be provided from accessible parking spaces to the building entrances.
26. Before the issuance of the first Non-RUP for the school, the applicant shall install school zone flashing beacon lights within the existing right-of-way, if such lights are approved by VDOT, along Crowell Road at the eastbound and westbound approaches to the school driveway. These signs shall comply with Sect. 46.2-873 of the Code of Virginia.
27. Within 60 days of the filing of the first site plan on the property, the applicant shall submit the necessary plats, plans, deeds, and other supporting documents to Fairfax County to cause the temporary cul-de-sac of Forest Maple Drive to be converted to a permanent cul-de-sac. The applicant shall be responsible for the preparation and processing of the necessary documents, the cost of the physical conversion of the cul-de-sac, and the reconstruction, if necessary, of the cul-de-sac. In the event the applicant is unable to obtain consent from the affected property owners for the filing of the dedication and vacation of right-of-way request, the applicant shall escrow with Fairfax County the projected cost of the preparation and processing of the necessary documents and the physical conversion of the cul-de-sac, such cost to be determined by the applicant in consultation with Fairfax County based on the unit price schedule for the improvement that is applicable on the date that the conversion of the cul-de-sac is to be commenced.
28. Vehicular access to the Traction Power Substation Site (TPSS) shown on the SEA Plat may be provided from the internal road system without amendment of the special exception amendment.*
29. In conjunction with the dedication/sale of the land for the TPSS, an access easement shall be provided to Metropolitan Washington Airports Authority

(or, as appropriate, the Washington Metropolitan Area Transit Authority) to permit periodic access to the TPSS from the internal road system.*

30. If sewer service is not available to the site, a special exception amendment shall be required to provide a septic system, or other alternative system as approved by the Health Department, on the property.*
31. The applicant shall conform strictly to the limits of clearing and grading as shown on the SEA Plat, subject to the installation of utilities and/or trails as determined necessary by the Director of DPWES. If it is determined necessary to install utilities and/or trails within the limits of clearing and grading as shown on the SEA Plat, they shall be located in the least disruptive manner necessary as determined by the Urban Forest Management Division (UFM) of the Department of Public Works and Environmental Services (DPWES). A replanting plan shall be developed and implemented, subject to approval by UFM, for any areas within the limits of clearing and grading that must be disturbed.*
32. Dead, dying, or invasive vegetation may be removed from the areas protected by the limits of clearing and grading, if approved by UFM.*
33. **The applicant shall request approval from the property owners of Tax Map Parcels 18-4 ((8)) 2, 3, and 5 to remove portions of the off-site berm as depicted on the SEA plat and stabilize the area. If such approval is granted, the applicant shall remove portions of the berm as depicted on the SEA plat and stabilize the area, as described in Condition 34.** If such approval is not granted, the applicant shall demonstrate that the grading and landscaping on the application property is in substantial conformance with that shown on the SEA Plat, or shall apply for a special exception amendment to modify those elements.
34. **Following the removal of any portions of the berm on Tax Map Parcels 18-4 ((8)) 2, 3, and 5, and in order to stabilize the disturbed area, the applicant shall reseed the area in coordination with DPWES and in consultation with the Fairfax County Park Authority (FCPA) in accordance with the following:**
 - (a) The applicant shall use the following native seed mix:
 - Indian grass - *Sorghastrum nutans* – 25%
 - Little bluestem – *Schizachyrium scoparium* – 10%
 - Virginia wild rye – *Elymus virginicus* – 10%
 - Deer tongue - *Panicum clandestinum* – 15%
 - Purple top – *Tridens flavus* – 10%
 - Common milkweed – *Asclepias syriaca* – 5 %

Joe-Pye weed – *Eupatorium fistulosum* – 5%
New York ironweed – *Vernonia noveboracensis* – 5%
Heath aster – *Aster pilosus* – 3%
Purple mist flower – *Conoclinium coelestinum* – 2%
Early goldenrod – *Solidago juncea* – 3%
Grass-leaved goldenrod – *Euthamia graminifolia* – 3%
Black-eyed Susan – *Rudbeckia hirta* – 2%
Narrowleaf mountainmint – *Pycnanthemum tenuifolium* – 2%

- (b) The native seed mix for this project must be obtained from Ernst Conservation Seeds of Meadville, Pennsylvania or a Fairfax County Park Authority (FCPA) approved alternate vendor. Bag tags that show what seed was used must be provided to the Park Authority.
- (c) The native seed mix shall be seeded at a rate of 0.5 pounds/1,000 square feet (about 20 lbs/acre) with a cover crop of annual rye (*Lolium multiflorum*) at 1.5 lbs/1,000 square feet.
- (d) Prior to seeding the contractor shall prepare the site using disking or raking.
- (e) For broadcast application, in which seeds are spread uniformly across a broad area, the native seed mix shall be mixed with weed-free compost (Soilmate or equivalent). If organic compost is used, native seed mix may be sown directly onto the compost and no additional mulching is required. For broadcasting over bare soil, the native seed mix shall be mixed with clean moist sand. Native seed mix may also be drilled or shot by an operator who knows how to apply native seed mix and has the proper equipment (e.g., a Truax type seed drill intended for native seed mixes).
- (f) Following application of the native seed mix, the contractor shall immediately overseed (note that hydroseeding with fiber mulch may be best on steep slopes, and coir or straw mats shall be used in steep slope areas) with annual rye (*Lolium multiflorum*) at a rate of 60 pounds per acre (about 1.5 lbs/1,000 square feet) in order to get coverage and stabilization prior to germination and establishment of native warm season grasses. Winter wheat may be substituted for annual rye if seeding is done after October 1st.
- (g) Following application of the native seed mix and the annual rye, the area shall be covered with clean wheat straw to a depth of about 1 inch. No straw needs to be applied if the native seed mix is sown into a SoilMate or equivalent compost blanket or hydroseeded.
- (h) No matting containing plastic mesh is allowed.

35. To provide an effective, year round screen along the northernmost 550 feet of the eastern property boundary, the vegetation shown on the SEA Plat shall be further supplemented by understory plantings to provide ground level screening, as recommended and approved by UFM.*
36. If it is determined by UFM that the landscaping shown on the SEA Plat outside of the preservation area along the eastern boundary of the site, along with the additional plantings required by these conditions, does not meet the intent of Transitional Screening I, as defined by the Zoning Ordinance, such landscaping shall be further supplemented with additional plantings to meet the intent of Transitional Screening I, as determined by UFM.*
37. A landscape plan shall be submitted concurrent with site plan review and shall provide for the number, sizes, and locations of trees and plantings consistent with that shown on the SEA Plat and the additional requirements of these conditions. The landscape plan shall be subject to the review and approval of UFM. Minor modifications may be permitted by UFM to the extent that these do not result in significant physical impacts to the areas designated to be left undisturbed.*
38. At the time of site plan submission, a tree survey shall be submitted that identifies the trunk location, species, size, crown spread and condition analysis rating for all individual and groups of trees shown on the SEA Plat to be preserved, as well as all on and off-site trees, living or dead with trunks 8 inches in diameter and greater (measured at 4 ½ feet from the base of the trunk or as otherwise allowed in the 9th or latest edition of the Guide for Plant Appraisal published by the International Society of Arboriculture) located within 25 feet of the approved limits of clearing and grading for review by UFM. This tree survey shall be prepared by a Certified Arborist or Landscape Architect with experience in the preparation of tree preservation plans.*
39. The applicant shall take necessary steps and actions to ensure the long-term survival, and continuing structural integrity and health of trees designated on the SEA Plat to be preserved. If any of these trees is found to be dead, dying, diseased, or hazardous (as determined by UFM) at or prior to, the final release of the project bond, and that such was not the result of unapproved construction practices, the applicant shall provide for restoration and remuneration by:
 - (a) Providing for the removal of the above ground portions of trees.
 - (b) Restoring understory plants and/or soil conditions damaged during tree removal activities (as determined by UFM).

(c) Providing for the restoration of the associated loss in canopy coverage in accordance with the tree cover guidance found in the Public Facilities Manual.*

40. The applicant shall: a) root prune the roots of trees to be preserved that may be damaged during clearing, demolition, grade changes, utility installation and/or the installation of retaining walls; b) mulch to a minimum depth of 3 inches within the areas to be left undisturbed where soil conditions are poor, lacking leaf litter or prone to soil erosion; and c) then provide tree protection fencing approved by UFM and where deemed necessary by UFM. The areas that will be root pruned and mulched shall be clearly identified on the Tree Designation Plan. All treatments for such trees and vegetation shall be clearly specified, labeled, and detailed on the erosion and sediment control sheets and demolition plan (if provided) sheets of the site plan submission. The details for these treatments shall be included in the Tree Designation Plan and shall be subject to the review and approval of UFM.*

All root pruning and mulching work shall be performed in a manner that protects adjacent trees and vegetation that are required to be preserved as shown on the SEA plat and may include, but not be limited to, the following:

- Root pruning shall be done with a trencher or vibratory plow to a depth of 18 inches.
- Root pruning shall take place prior to any clearing and grading and/or demolition of structures.
- Root pruning shall not sever or significantly damage structural or compression roots in a manner that may compromise the structural integrity of trees or the ability of the root system to provide anchorage for the above ground portions of the trees.
- Root pruning shall be conducted with the on-site supervision of a certified arborist.
- 14 gauge welded wire tree protection fencing shall be installed immediately after root pruning, and shall be positioned directly in the root pruning trench and backfilled for stability, or just outside the trench within the disturbed area.
- Immediately after the Phase II E&S activities are complete, mulch shall be applied at a depth of 3 inches within designated areas without the use of motorized equipment.
- Mulch shall consist of wood chips, shredded hardwood, and/or pine bark mulch. Hay or straw mulch shall not be used within tree preservation areas.
- UFM shall be informed in writing when all root pruning and tree protection fence installation is complete.*

41. All signage shall conform to Sect. 12-208 of the Zoning Ordinance.*
42. Outdoor construction activities shall be limited to the hours of 7:00 am – 7:00 pm, Monday through Friday and 9:00 am – 6:00 pm, Saturday. No outdoor construction activities shall take place on Sundays or Federal Holidays.*
43. If porta-potties are provided for temporary use at the outdoor athletic fields/tennis courts, they shall not be located within 100 feet of any property line.*
44. If a scoreboard is provided at the outdoor athletic fields/tennis courts, no more than one shall be permitted at a time on the entire site. It shall not be located within 100 feet of any property line and shall be fully screened from view so that it may not be viewed by any neighboring property off-site.*

The above proposed conditions are staff recommendations and do not reflect the position of the Board unless and until adopted by the Board.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be responsible for obtaining the required Non-RUP through established procedures, and this use shall not be established until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this special exception shall automatically expire, without notice, 36 months after the date of approval unless, at a minimum, the use has been established or construction has commenced and been diligently prosecuted. The Board may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the special exception. The request must specify the amount of additional time requested, the basis for the amount of time requested, and an explanation of why additional time is required.

JUL 15 2013

Zoning Evaluation Division

**WELLS + ASSOCIATES****MEMORANDUM**

TO: Joe Gorney, Fairfax County Department of Planning and Zoning

FROM: Jami L. Milanovich, P.E.
Kyle L. Brown, E.I.T.

DATE: July 3, 2013
Revised: July 15, 2013

COPY: Miriam Buono, Oakcrest School
Chip Rano, Clear Real Estate Services
Greg Riegle, McGuire Woods LLP
Lori Greenlief, McGuire Woods LLP

RE: Oakcrest School (SEA 2009-DR-008) – Dual Site Driveway Traffic Analysis - Revised
Fairfax County, Virginia

This memorandum stands as an update to the memorandum submitted on July 3, 2013. After submission of the memo, we discovered that the through volumes at the driveway intersections were inadvertently not updated with the latest volumes (from counts taken on Wednesday, December 12, 2012 and on Wednesday, January 9, 2013). Although just a minor revision, this memo presents the analyses with the updated volumes. It should be noted that the updated analyses yield the same conclusions as the original July 3, 2013 memo.

As a follow-up to the Planning Commission Hearing on June 20, 2013 regarding the above-referenced project, we have evaluated the impact of providing a second driveway for the proposed Oakcrest school. As indicated in the Special Exception Amendment, access was proposed via a single, full-access driveway on Crowell Road. At the Planning Commission Hearing, a number of citizens and planning commissioners expressed a desire to have a driveway on Hunter Mill Road.

As indicated at the Planning Commission Hearing, the Crowell Road driveway would operate safely and efficiently for the following reasons:

- Traffic on Crowell Road turning into the driveway will be separated from through movements through the addition of a westbound left turn lane and an eastbound right turn lane on Crowell Road,
- The sight distance for vehicles exiting the driveway meets or exceeds VDOT's required sight distance for a design speed of 40 mph,
- The stopping sight distance for vehicles approaching from the east meets VDOT's required stopping sight distance for a design speed of 40 mph, and
- The speeds on Crowell Road will be reduced during school peak hours by installation of a

school zone speed limit, if approved by VDOT (school zone speed limit signs with flashing beacons will be posted on Crowell Road on either side of the driveway).

Although the Crowell Road driveway would operate safely and efficiently for all of the reason indicated above, we have evaluated the impact of providing a second driveway on Hunter Mill Road in addition to the proposed driveway on Crowell Road. As indicated in McGuire Woods July 3, 2013 memo, we understand that the Hunter Mill Road driveway would be constructed when enrollment at the school reached 315 students. Therefore, we have conducted a level of service analysis with the two driveways at an enrollment of 315 students and an enrollment of 450 students.

In order to evaluate the impact of the second driveway, the distribution of trips to/from the site was modified to account for the second driveway. Figure 1 shows the site trip assignments with a single access on Crowell Road at an enrollment of 315 students. Figure 2 shows the modified site trip assignments for the reconfigured site access scenario (a full access driveway on Crowell Road and a right-in/right-out/left-in driveway on Hunter Mill Road) at an enrollment of 315 students. Figures 3 and 4 show the resulting 2020 total future forecasts under the single access scenario and the dual access scenario, respectively.

Figure 5 shows the site trip assignments with a single access on Crowell Road at full build out (450 students). Figure 6 shows the modified site trip assignments for the reconfigured site access scenario at full build out. Figures 7 and 8 show the resulting 2024 total future forecasts under the single access scenario and the dual access scenario, respectively.

The levels of service for the dual access scenario at 315 students and at full build out (450 students) are shown in Tables 1 and 2, respectively. For comparison purposes, the background conditions (without the school) and the total future conditions (with the school) with a single access on Crowell also are provided in the tables. Synchro worksheets for the analyses associated with an enrollment of 315 students are provided in Attachment A. Synchro worksheets for the analyses associated with an enrollment of 450 students are provided in Attachment B.

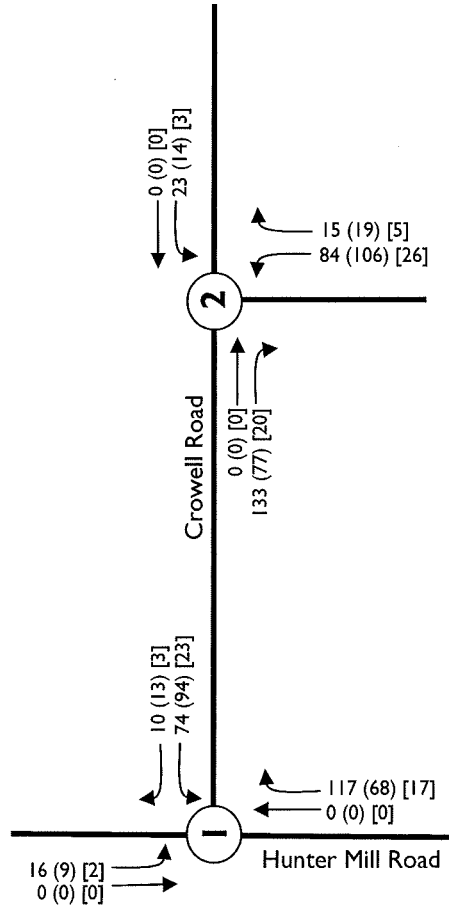
As shown in Tables 1 and 2, the levels of service at the Hunter Mill Road/Crowell Road intersection would remain nearly identical under both access scenarios.

Please do not hesitate to contact me at jlmlanovich@mjjwells.com or (703) 917-6620 should you have any questions regarding this analysis.

Table 1
Level of Service Summary
315 Students

[illegible]

FIGURES



Site

Figure 1
Site Trip Volumes - 315 Student Enrollment Level (Single Access)

AM (PM School) [PM]



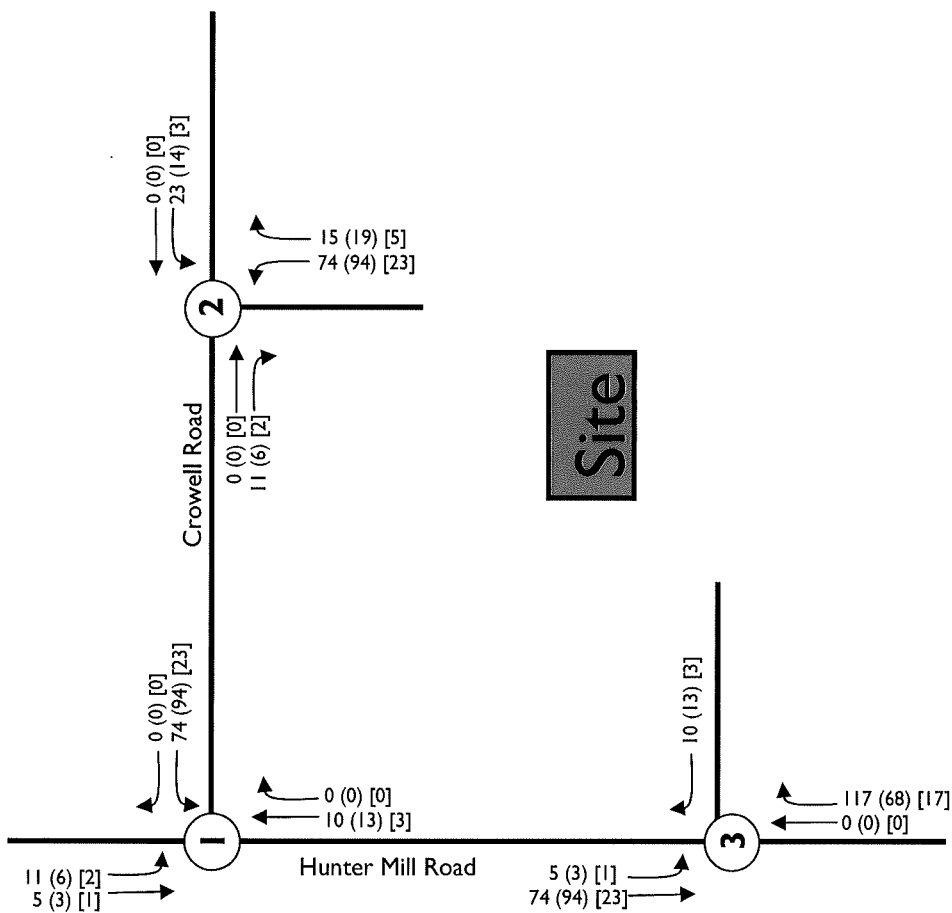
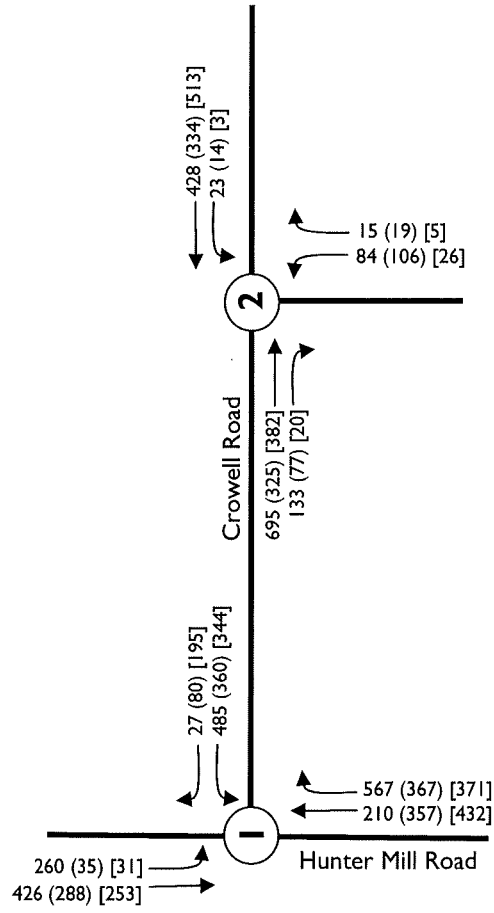


Figure 2
Site Trip Volumes - 315 Student Enrollment Level (Dual Access)

AM (PM School) [PM]





Site

Figure 3
2020 Total Future Volumes - 315 Student Enrollment Level (Single Access)

AM (PM School) [PM]



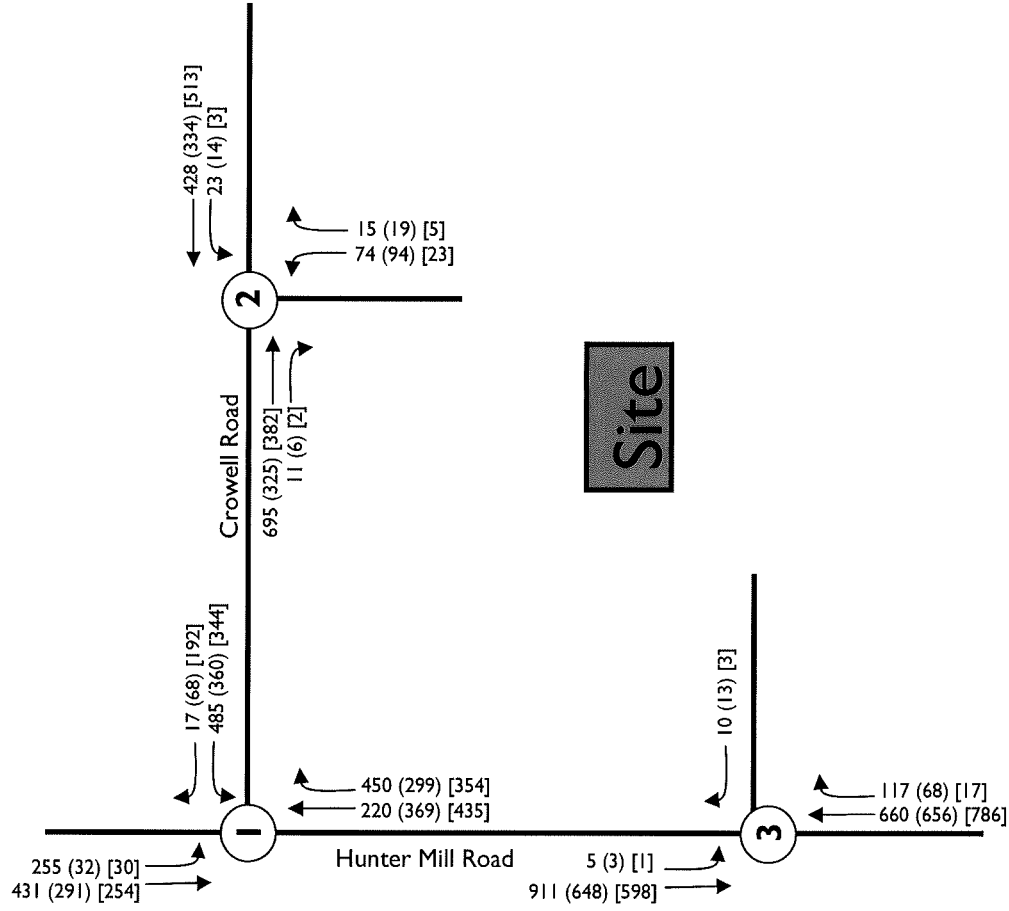
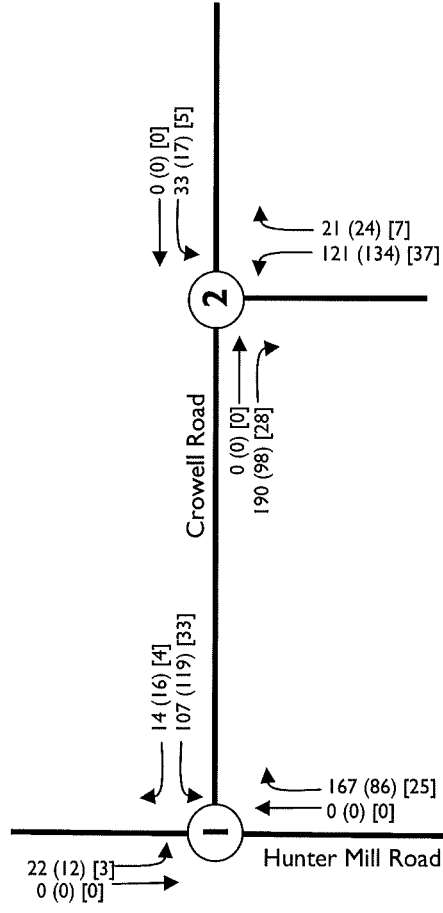


Figure 4
2020 Total Future Volumes - 315 Student Enrollment Level (Dual Access)

AM (PM School) [PM]





AM (PM School) [PM]

Figure 5
Site Trip Volumes - 450 Student Enrollment Level (Single Access)

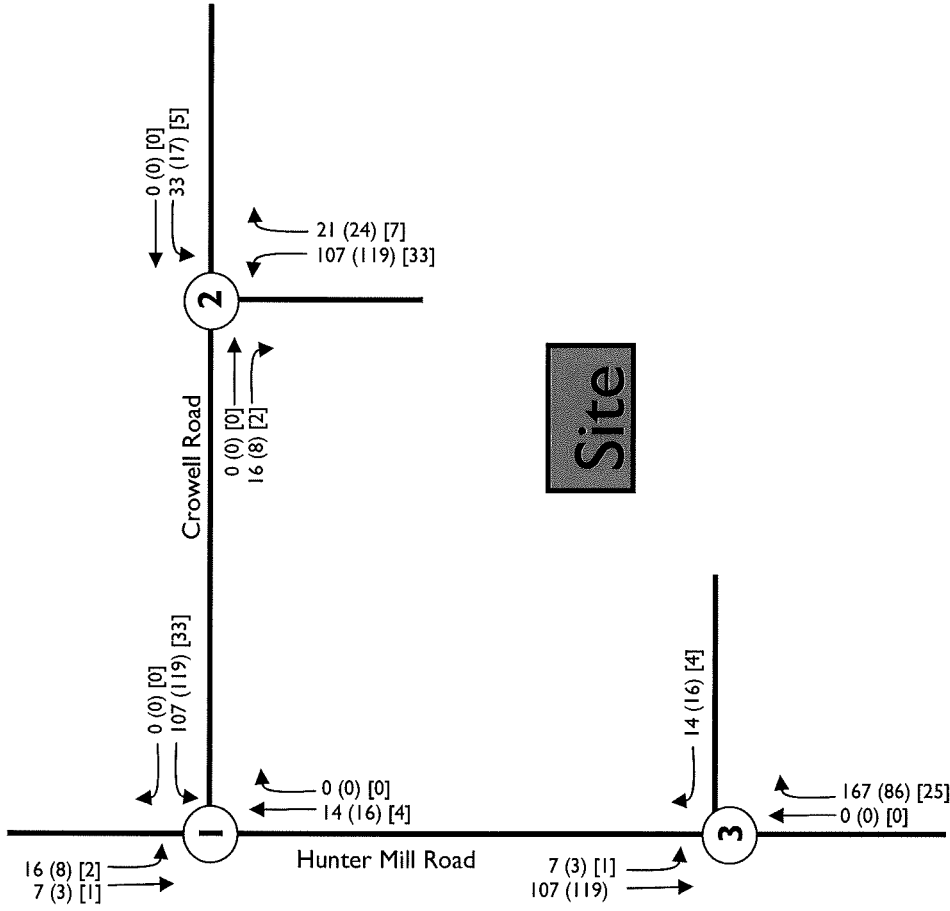
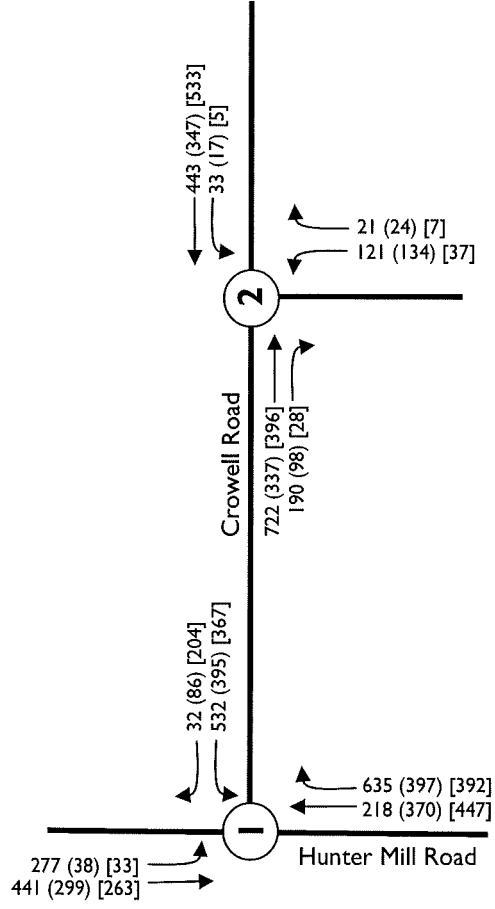


Figure 6
Site Trip Volumes - 450 Student Enrollment Level (Dual Access)

AM (PM School) [PM]





Site

Figure 7
2024 Total Future Volumes - 450 Student Enrollment Level (Single Access)

AM (PM School) [PM]



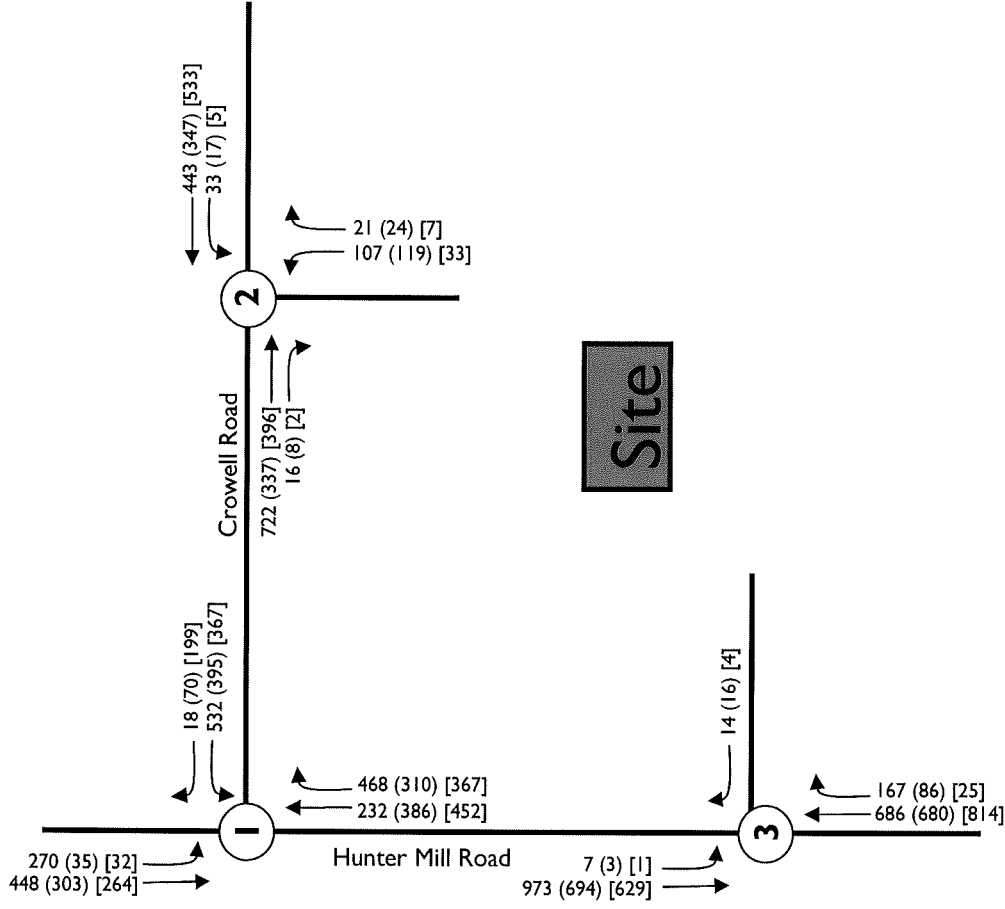


Figure 8
2024 Total Future Volumes - 450 Student Enrollment Level (Dual Access)

AM (PM School) [PM]





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

July 17, 2013

Mr. Bruce Bennett
1459 Hunter View Farms
Vienna, VA 22182

Dear Mr. Bennett:

Commissioner Gregory Whirley and Chief Engineer Garrett Moore have asked me to thank you for and respond to your letter regarding a roundabout at the intersection of Hunter Mill Road and Crowell Road in Reston, Virginia.

Where feasible, the Virginia Department of Transportation (VDOT) encourages the consideration of roundabouts as an alternative to more traditional intersection control measures. We understand that a roundabout was considered for the subject intersection, and was ultimately planned as a condition of approval for SE 2009-DR-008, Oakcrest School. Subsequent to the special exception approval, the applicant was unable to secure sufficient right of way to construct the roundabout despite their best efforts. As such, the applicant submitted a special exception amendment to Fairfax County to construct a traffic signal at the intersection.

VDOT staff was asked to review the associated analysis provided by the applicant's consultant, Wells and Associates. The analysis included signalized and non-signalized traffic control options with various lane configurations. Given that all had been shown to be acceptable in terms of level of service and safety (based on the published results of the study), it was determined that VDOT could support the installation of the originally proposed roundabout, a signal, or an all-way stop (with the latter two options requiring additional turn lanes), from a functional perspective. This represents the extent of VDOT's role in this matter.

Apart from operational considerations, the special exception process is governed by Fairfax County. The County makes the final decision as to whether the applicant's proposal is acceptable and in conformance with its Comprehensive Plan.

If you wish to discuss this further, we suggest that you contact Ms. Barbara Berlin, Director of Fairfax County Zoning Evaluation Division, at dpzzed@fairfaxcounty.gov or (703) 324-1290.

Sincerely,

Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District

Copy: Gregory A. Whirley
Garrett W. Moore, P.E.
Barbara Berlin, Director
Tom Biesiadny
Angela Rodeheaver

VirginiaDot.org
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